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AUTHORITY

AGO D/A ltr, 29 Apr 1980

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3

DEPARTMENT OF THE ARMY
HEADQUARTERS, 6TH TRANSPORTATION BATTALION (TRUCK)
APO U. S. Forces 641

AVC. SGN AB A OP

SUBJECT: Operational Report for Quarterly Period Ending 30 April 1968
(RCS CS FOR 65)

THRU: Commanding Officer
48th Transportation Group (LT)
APO U. S. Forces 641

Commanding General
US Army Support Command, Saigon
APO U. S. Forces 641

Commanding General
1st Logistical Command
ATTN: AVC. GO-O
APO U. S. Forces 6375

Commanding General
US Army, Vietnam
ATTN: AVH GC-DH
APO U. S. Forces 6375

Commander in Chief
United States Army, Pacific
ATTN: GPOP-OT
APO U. S. Forces 0558

TO: Assistant Chief of Staff, Force Development
Department of the Army
Washington, D. C. 20310

SECTION I

SIGNIFICANT ORGANIZATIONAL OR UNIT ACTIVITIES

1. COMMAND:

a. Unit engaged in port clearance, logistical and combat service support the entire reporting period.

b. Command Group activities.

(1) On 8 March 68 General Frank S. Besson, Commanding General, Army Material Command, viewed trucks of the 6th Battalion. The demonstration included the armor plated 2½ ton trucks, loaded false deck and dropside body 2½ ton trucks.

AVCA SGN A.B A OP

SUBJECT: Operational Report for Quarterly Period Ending 30 April 1,68
(RCS CS FOR 65)

(2) On 21 March 1,68 Lt Gen Harry W. O. Kinnard, Commanding General, Combat Developments Command, viewed a demonstration of armor plated trucks.

2. PERSONNEL, ADMINISTRATION, MORALE AND DISCIPLINE

2. Assignments/Reassignments.

(1) Cpt R. H. Peterson, 1, Mar 68, Rotation

(2) Cpt Robert Lefevre, 26 Apr 68, CO 87th Trans to 7th Trans Bn

(3) 1Lt David J. Armstrong, 26 Apr 68, 101st Airborne Div to CO 87th Trans Co.

3. OPERATIONS:

a. During the reporting period, the seven truck companies assigned to this Battalion were operating around the clock, seven days a week.

b. The major units supported were: US SUPCOM Saigon, 4th Terminal Command, US RV, MACV, 1st Infantry Division, 9th Infantry Division, 25th Infantry Division, 101st Airborne Division, 11th Armored Cavalry Regiment and the 199th Infantry Brigade. The total tonnage moved and miles driven in support of these units is shown below.

c. Total tonnage moved and miles for the period are shown below:

	<u>TONS</u>	<u>MILES</u>	<u>TON MILES</u>	<u>P.X</u>
February	55,721	480,547	990,601	14,609
March	70,061	716,887	1,585,693	31,141
April	65,086	632,232	1,450,751	27,396
TOT LS	190,868	1,829,666	4,027,045	73,146

d. Convoy operations were hindered early in February due to the "TET" Offensive. Normal one day convoys were extended to 2-4 days due to enemy activity. All routes now have returned to normal operations.

e. The Battalion participated in the following operation: Yellowstone.

4. TRAINING AND ORGANIZATION:

e. The units conducted a total of 30, hours of training during the quarter. Emphasis was put on familiarization firing of basic weapons, preventive maintenance, safety and other mandatory subjects such as Command Information and Security.

AVC SGN AB A OP

SUBJECT: Operational Report for Quarterly Period Ending 30 April 1968
(RCS CS FOR 65)

b. The 151st Transportation Company received the Annual General Inspection from US Army Support Command, Saigon on 16-17 February 1968. The unit earned a Satisfactory rating in all areas.

c. The 363rd Transportation Company moved to Da Nang on 10 February 1968 to support Army operations in the 1st CTZ. The unit was detached from the 6th Battalion and attached to the 57th Transportation Battalion on 18 February 1968.

d. The organization of the 6th Transportation Battalion, as of 30 April 1968, is shown in inclosure 1.

5. INTELLIGENCE: None

6. LOGISTICS:

a. Four .50 Caliber Machinegun Mounts have been received by the Battalion for installation in 2½ ton trucks (Incl 2). Installation of the mounts has been accomplished in two companies, with the other two due for completion by 15 May 1968. Test firing of the weapons has been conducted to insure proper operation. Mechanical difficulties were discovered and are presently being worked on. When the weapons have been thoroughly checked and refired, the gun trucks will be used for convoy security.

b. During April 1968, units assigned to the 6th Battalion received M16 rifles. Each unit except the 86th received 120 rifles. The 86th received the full TO&E authorization. The rest of the TO&E authorization will be issued as soon as the additional weapons become available.

c. With the use of false decks in the 2½ and 5 ton trucks, the need arose to give protection to the driver when carrying cargo on the false deck. It was found that the standard headboard was not sturdy enough to give the necessary protection. A six inch angle iron headboard was fabricated and added to all trucks in the Battalion (Incl 3).

d. When using false decks and Universal Tie Down Devices, a problem existed as to where the tie down device could be attached. To overcome this problem, tie down hooks have been welded to the sides of the cargo body (Incl 3). Four hooks were welded to each side of the cargo body to provide sufficient locations to tie down any type load.

e. Damage to tailgates of the 2½ and the 5 ton trucks has been a continuing problem. By welding a piece of 3 inch angle iron to the top of the tailgate (Incl 4), further damage has been prevented. The angle iron prevents bending of the tailgate, the major cause of damage. Prevention of bending has kept the tailgates tight and has added to the securing of cargo in the truck.

7. OTHER: None

..VC.. SGN A.B A OP

SUBJECT: Operational Report for Quarterly Period Ending
(RCS US FOR 65)

SECTION II

COMPLIANCE OBSERVATIONS AND RECOMMENDATIONS

1. PERSONNEL, ADMINISTRATION, MORALE, AND DISCIPLINE:

None

2. OPERATIONS:

None

3. TRAINING AND ORGANIZATION:

None

4. INTELLIGENCE:

None

5. LOGISTICS:

a. ITEM: Modifications to 2½ and 5 ton cargo trucks
(REF SECTION I, para 6 C,D)

b. DISCUSSION: The modifications were applied to all trucks in the Battalion in conjunction with the use of false decks. The headboard modification is necessary to protect the driver from cargo placed on the false deck. The standard headboard was not strong enough to withstand a sliding pallet. The tie down hooks were placed on the trucks to provide a place to adequately tie down loads being transported on false decks. The standard configurated cargo truck does not have adequate tie down locations.

c. EVALUATION: The headboards have provided the necessary protection for the driver. In one instance, the headboard, serving as a roll bar, saved the life of a driver. A truck went off the road and overturned. The driver was not crushed even though he remained in the vehicle. The tie down hooks have proven to be very beneficial to tying down loads. The loads are more secure and easier to tie down. The tie down hooks also provide an excellent place to secure loads that are being transported without false-decks.

d. RECOMMENDATIONS: That all trucks utilizing false decks be modified with angle iron headboards and tie down hooks.

6. CENTER:

None

7

AVC SGN AB A OP

SUBJECT: Operational Report for Quarterly Period Ending 30 April 1968
(RCS CS FOH 65)

Clinton K. Jones

CLINTON K. JONES

MFC, TC

Commanding

4 Incl

1. Organization

2-4 Photographs

5

AVCA SGN AB OP (8 May 68) 1st Ind
SUBJECT: Operational Report for Quarterly Period Ending 30 April 1968
(RCS CS FOR 65)

DA, HEADQUARTERS, 48TH TRANSPORTATION GROUP (MT), APO 96491, 9 May 1968

Commanding General, US Army Support Command, Saigon, ATTN: ACofS, SP&O,
APO 96491

1. The Operational Report - Lessons Learned for the Quarterly Period ending 30 April 1968 prepared by the 6th Transportation Battalion (Trk) presents an accurate and impartial summary of the unit's activities.

2. Equipment Improvement Reports for the two modifications recommended by the battalion commander will be submitted in the near future. All 2½ and 5-ton cargo trucks issued to the 48th Group are now being fitted with the modification, to meet the exigencies of Vietnam service.

3. The heavy headboard frame is essential when conventional design cargo trucks are used with false decks. Every cargo truck in general hauling service may be so used from time to time and the modified headframe is therefore necessary for all 2½ and 5-ton trucks in general hauling service. If cargo trucks are supplied from future production with dropsides, strengthened headboards will be essential to protect the operator from shifting cargo. The strengthened headboard makes a positive contribution to operator safety not only by protecting the operator from load shifting but by serving as a roll bar. Accordingly, the concept of a heavy headboard frame should be considered not merely for modification of current series vehicles for Vietnam service but for general application in the design of future cargo trucks.

4. The cargo hooks supplied on current design trucks are too small and too lightly constructed. The heavier hooks recommended by the basic report are easier to use and stand up better under service.

Frank B. Case

FRANK B. CASE
Colonel
Commanding

TEL: Long Binh 3676

AVCA SGN GO (8 May 68) 2d Ind

SUBJECT: Operational Report for Quarterly Period Ending 30 April 1968
(RCS CSFOR-65) (6th Transportation Battalion-Truck)

10

HQ, US Army Support Command, Saigon, APO US Forces 96491

TO: Commanding General, 1st Logistical Command, ATTN: AVCA GO O,
APO 96384

1. The Operational Report - Lessons Learned for the Quarterly Period Ending 30 April 1968, of the 6th Transportation Battalion (Truck) is forwarded in accordance with the provisions of para 9, AR 1-19.
2. Lessons Learned, observations, and recommendations are concurred in by this command.

FOR THE COMMANDER:

TEL: LB 2604

Frederick R. Huck
FREDERICK R. HUCK
Colonel, GS
Chief of Staff

AVCA GO-0 (8 May 68) 3rd Ind

SUBJECT: Operational Report for Quarterly Period Ending 30 April 1968
(RCS CSFOR-65)(6th Transportation Battalion - Truck)

DA, Headquarters, 1st Logistical Command, APO 96384

TO: Commanding General, United States Army Vietnam, ATTN: AVHGC-DST,
APO 96375

1. The Operational Report - Lessons Learned submitted by Hq, 6th
Transportation Battalion (Truck) for the period ending 30 April 1968
is forwarded.

2. Pertinent comment follows: Reference Section I, paragraph 6e:
Concur. An EIR has been submitted.

3. Concur with basic report as modified by indorsements. The report
is considered adequate.

FOR THE COMMANDER:



TEL: LBN 2684

J.S. WADDELL
1st AGC
Assistant General

Copy Furnished
6th Trans Bn (Trk)
48th Trans Gp
USASUPCOM, SGN

AVHGC-DST (30 May 68) 4th Ind

CPT Arnold/ms/LBN 4485

SUBJECT: Operational Report for Quarterly Period Ending 30 April 1968
(RCS CS FOR 65)

HEADQUARTERS, US ARMY VIETNAM, APO San Francisco 96375

1 JUN 1968

TO: Commander in Chief, United States Army, Pacific, ATTN: GPOP-DT,
APO 96558

1. This headquarters has reviewed the Operational Report-Lessons Learned
for the quarterly period ending 30 April 1968 from Headquarters, 6th
Transportation Battalion (Truck) as indorsed.

2. Concur with report as submitted.

FOR THE COMMANDER:


JOHN V. GETCHELL
Captain, AGC
Assistant Adjutant General

Copies furnished:

HQ, 1st Log Cmd

HQ, 6th Trans Bn (Trk)

15
GPOP-DT (undtd) 5th Ind
SUBJECT: Operational Report of HQ 6th Trans Bn (Trk) for Period Ending
30 April 1968, RCS CSFOR-65 (R1)

HQ, US Army, Pacific, APO San Francisco 96558 14 JUN 1968

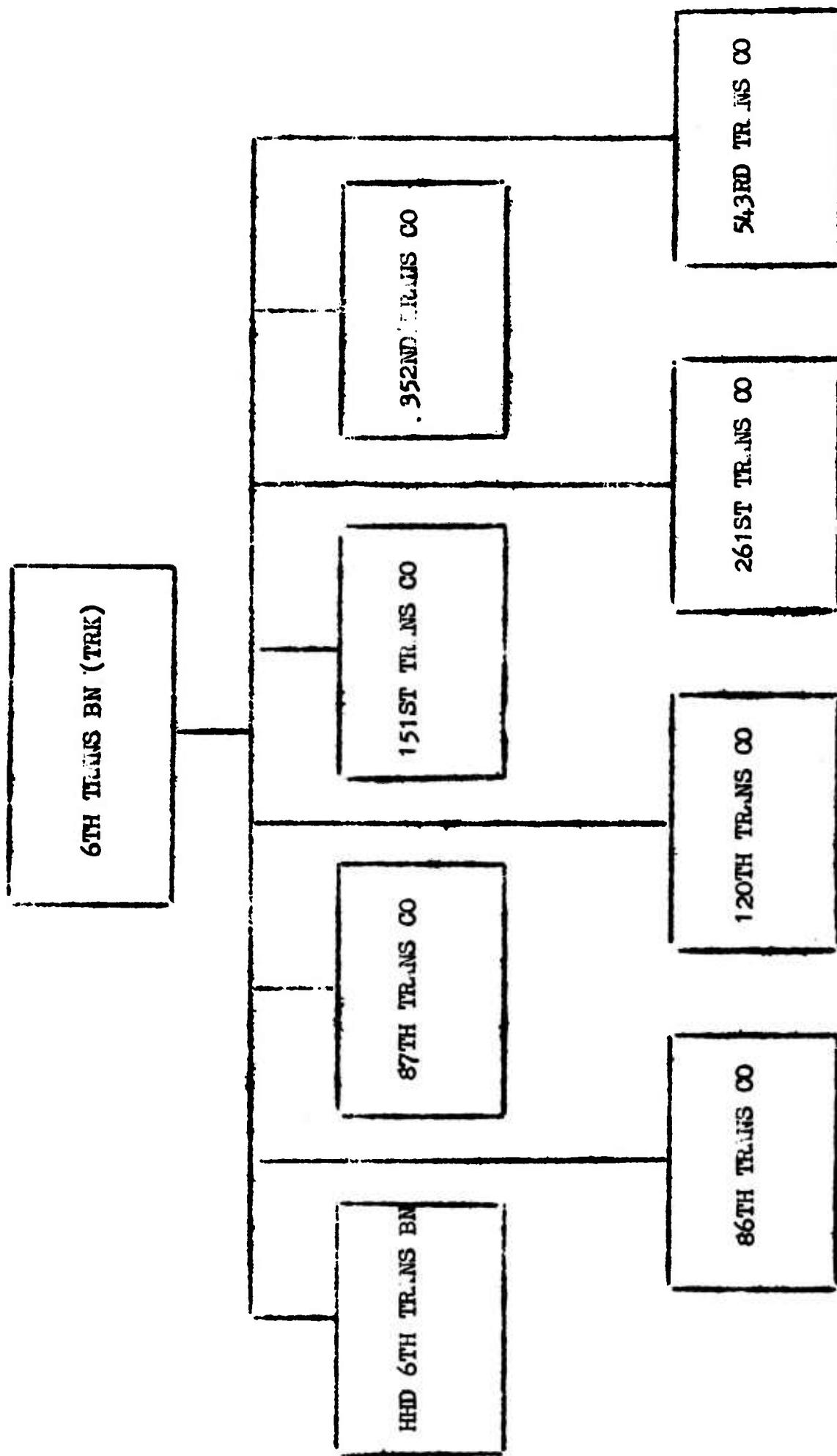
TO: Assistant Chief of Staff for Force Development, Department of the
Army, Washington, D. C. 20310

This headquarters has evaluated subject report and forwarding indorse-
ments and concurs in the report as indorsed.

FOR THE COMMANDER IN CHIEF:

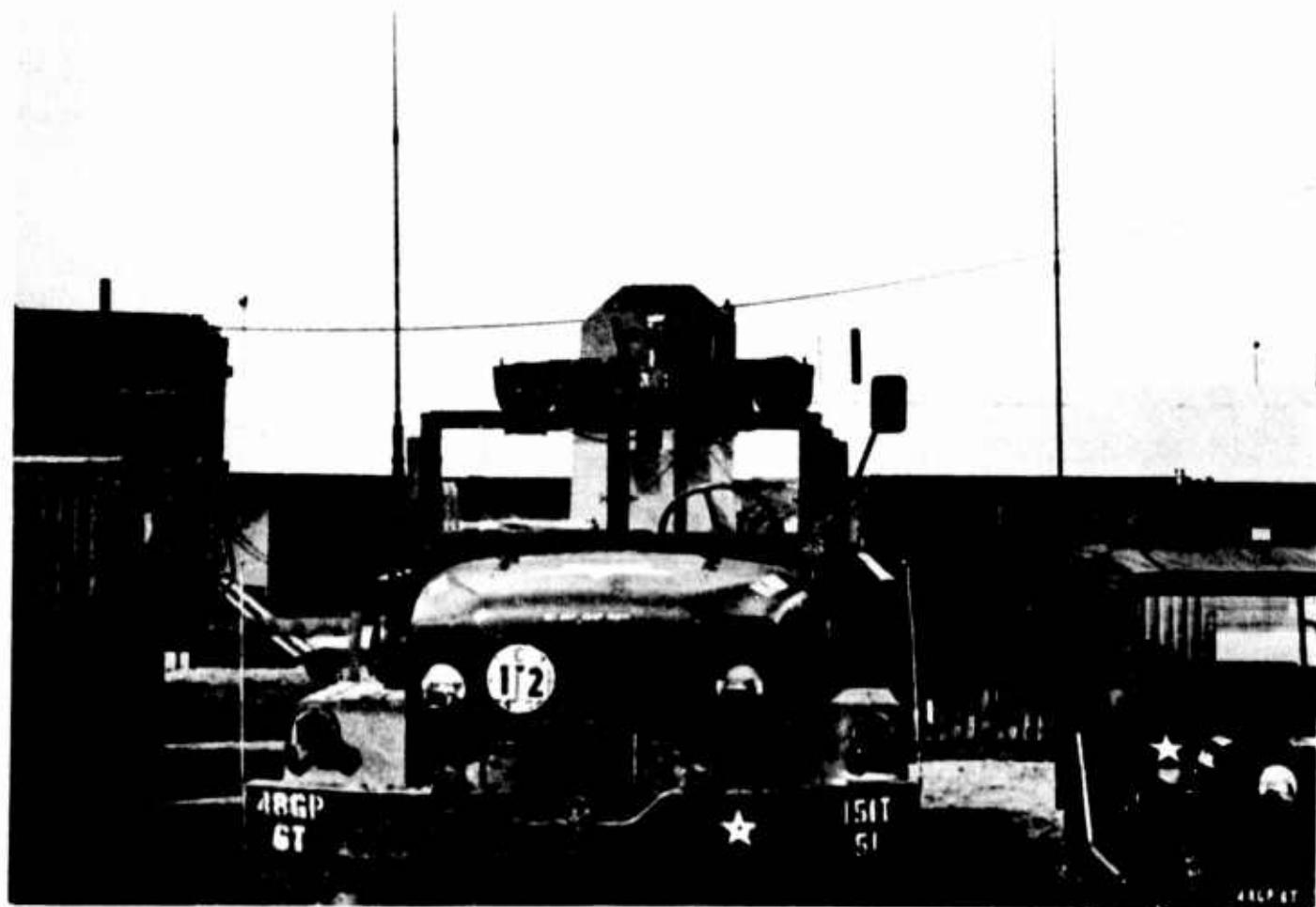


K. F. OSBOURNE
MAJ, AGC
Asst AG



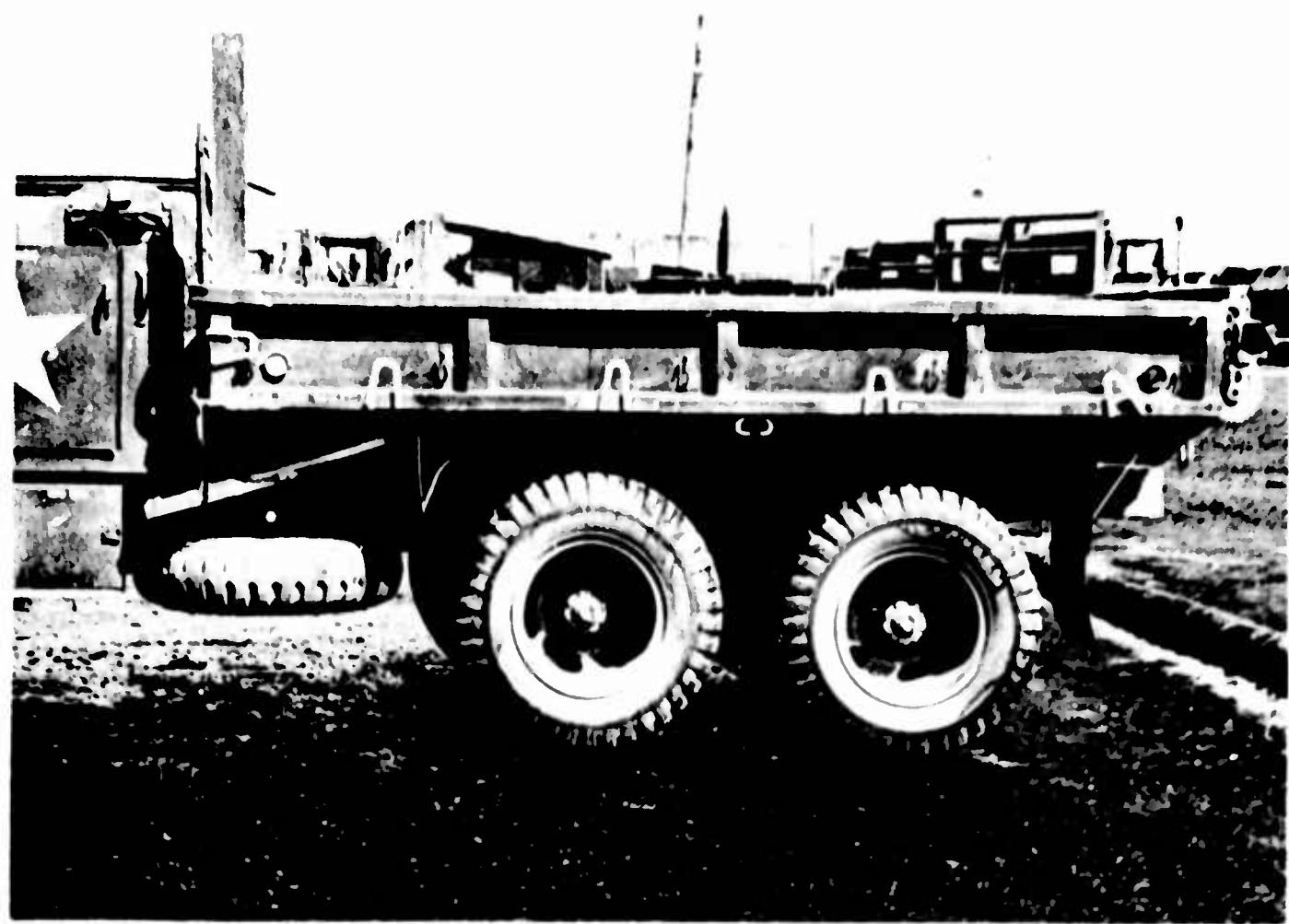
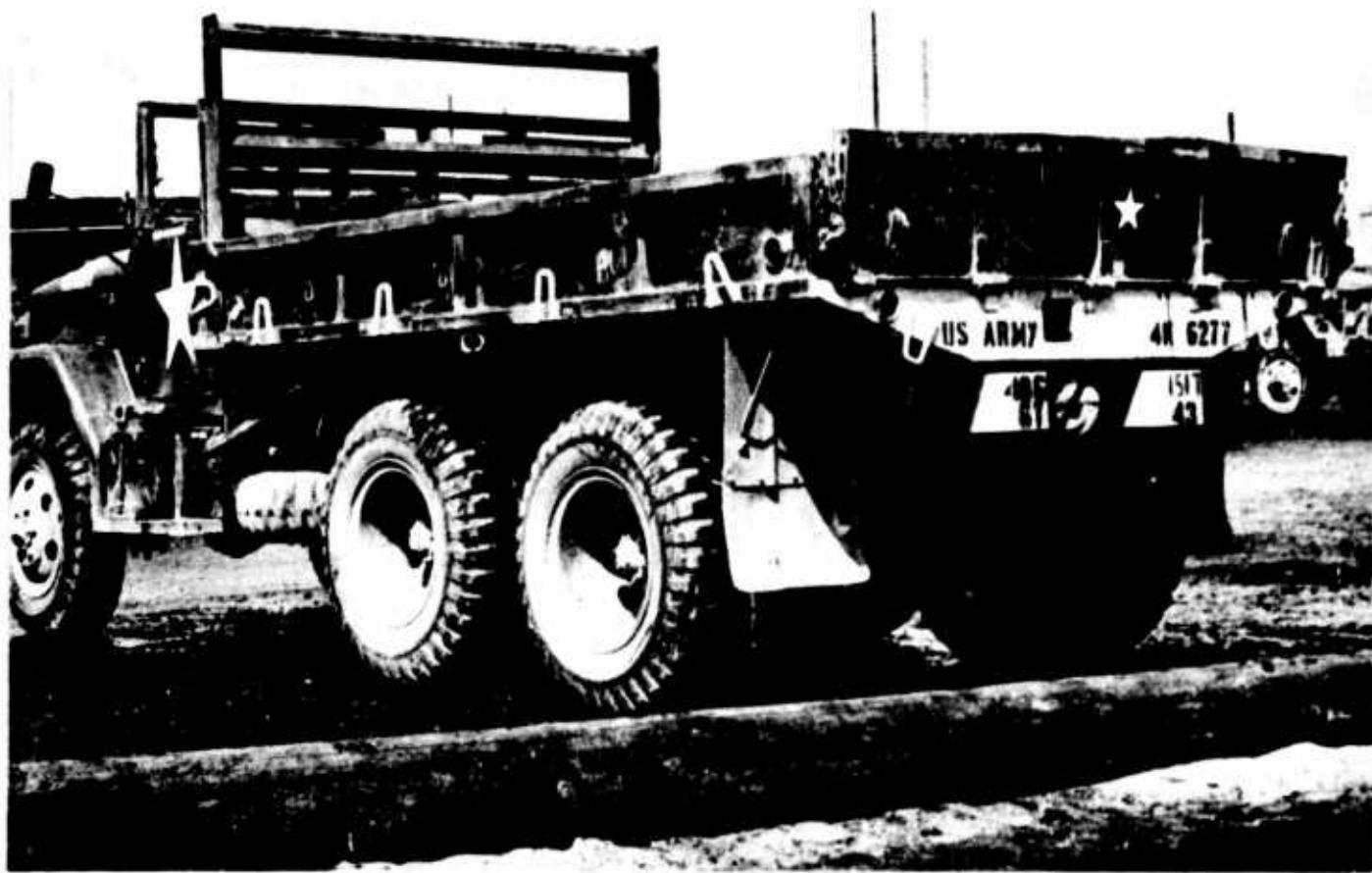
Incl 1

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Encl 2

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Incl 4 14

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Security Classification

18

DOCUMENT CONTROL DATA - R & D

(Security classification of title, body of abstract and indexing annotation must be entered when the overall report is classified)

1. ORIGINATING ACTIVITY (Corporate author) OACSFOR, DA, Washington, D.C. 20310	2a. REPORT SECURITY CLASSIFICATION UNCLASSIFIED
	2b. GROUP

3. REPORT TITLE

Operational Report - Lessons Learned, Headquarters, 6th Transportation Battalion (TRUCK)

4. DESCRIPTIVE NOTES (Type of report and inclusive dates)

Experiences of unit engaged in counterinsurgency operations. Ending 30 April 1968

5. AUTHORIS(First name, middle initial, last name)

CO, 6th Transportation Battalion (TRUCK)

6. REPORT DATE	7a. TOTAL NO. OF PAGES 15	7b. NO. OF REFS
8a. CONTRACT OR GRANT NO.	8b. ORIGINATOR'S REPORT NUMBER(S)	
9. PROJECT NO. N/A	9b. OTHER REPORT NO(S) (Any other numbers that may be assigned this report) 682019	
10. DISTRIBUTION STATEMENT		
11. SUPPLEMENTARY NOTES N/A	12. SPONSORING MILITARY ACTIVITY OACSFOR, DA, Washington, D.C. 20310	
13. ABSTRACT		

15

DD FORM 1 NOV 68 1473

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